



A detailed black and white illustration of a three-masted sailing ship, likely a clipper, on the water. The ship has a complex rigging system with many sails. A small boat is visible in the foreground on the left. The illustration is positioned at the bottom of the page, below the text.

GO TO THE  
**KOWLOON HOTEL,**  
KOWLOON. J. W. OSBORNE,  
Proprietor and Manager

157 Hongkong, 5th January, 1904.

**"EMPRESS OF INDIA"—"KWANG TAI" COLLISION.****JUDGMENT.**

(Continued from yesterday.)

"It appears that at 11.1 p.m. on 17th August ship steering S. 65 W. (true) weather very fine, clear but dark, passed Good Hope Cape Light 16½ miles off, there being then two steamers ahead on either bow, steering more or less as ourselves. One Bell 11.45 p.m. (11.47 Log Book or apparent time) was about to be made when a junk was reported by the lookout and being uncertain as to her movements, the helm was put to starboard to give her a wider berth, the deck-stern lights of one of the steamers referred to being North of the junk and about three points on our starboard bow. The Master hearing order to starboard came on the bridge and directed that helm should be starboarded to give steamer a still wider berth, when it was noticed that the steamer was rapidly starboarded and closing with us, the port engine was immediately reversed full speed, but the steamer which proved to be the Chinese cruiser Kwangtai closed and struck us on starboard side at an angle of about 20 degrees to 30 degrees by forward gangway ladder ripping it away, the starboard engine was then stopped and the Kwangtai slid along ship's side and it was supposed she had sustained no injuries beyond a glancing blow. Engines were at once used to bring ship back to the vessel who now showed signs of distress by frequent blasts on syren, boats were cleared away and two life boats at once dispatched to assist, finally eight of ship's boats were taking off her crew, she apparently having received damage aft, evidently from contact with our starboard propeller."

Then follow particulars of the rescue work, and of the sinking of the cruiser at 1.27 a.m. It will be at once observed that while the plan made the two vessels meet at an angle of about forty-five degrees, the entry in the log book makes the angle one of between 20 and 30 degrees, and this agrees with the evidence of most of the mail steamer's witnesses, and is also more in accord with the injuries sustained by the mail steamer. In another plan drawn during the trial the angle is shown as forty degrees, and that seems to be the lowest angle the manoeuvres assumed in the plan admit of.

If the vessels had met at that angle the damage at the points of first impact would probably have been much more serious.

But a more important element is the element of time. We cannot expect to have in a collision a record of the exact moment at which each thing is seen or done, but we have in this case the means of judging with reasonable accuracy the interval which elapsed from the time the cruiser was seen to starboard until the bows of the two vessels came into collision.

The Commander says that very soon after going on the bridge it appeared to him that the cruiser was closing and he gave the order to starboard, that as he gave that order he was sure she was closing, and gave the order to hard a starboard, and as he did so, to save time, he worked the telegraph himself and ordered the port engine to be reversed, and he says that the order to reverse the port engine remained on the telegraph until the first impact. The engineer in charge of the port engine says that he was standing within a few feet of the levers when the telegraph bell rang, that he reversed at once, and that the next order full speed ahead was given at the time of or immediately after the impact. He said that it takes from ten to fifteen seconds to alter from full speed ahead to full speed astern, and he estimated that the engines were going astern fully three quarters of a minute. But he afterwards said that the engine made about thirty revolutions astern before the order to stop was given, that in the first quarter of a minute they would probably make ten to fifteen revolutions, the second quarter more, and the third quarter more still. It would seem probable therefore that they were actually going astern for not more than half a minute, and this is rather borne out by the entry in the engine room log, "Port engines stop 11.47 astern full speed 11.47 ahead full speed 11.47." Allowing time to put the engines astern, and allowing half a minute as the time the engines were going astern the whole time which elapsed from the moment the order hard a starboard was given until the ships were in collision bow to bow was probably not more than three quarters of a minute.

Now for the cruiser to go from the place assigned to her in the mail steamer's plan at the time of the mail steamer's order hard a starboard to the place of collision would take nearly twice that time. In the plan, taking the initial speed of the cruiser at 10 knots, the time taken is 2 minutes 20 seconds, and in a corrected plan, where the speed is taken as 9 knots, the time required is 1 minute 30 seconds. If the available time is reduced by a half or nearly a half, and I arrive at the conclusion on the evidence that it must be so reduced, it is clear that the cruiser could not possibly have executed the manoeuvre attributed to her. She could not in the time available have traversed the distance and if the bearings given by the mail steamer are correct the distance between the cruiser and the mail steamer must have been much less than was estimated by the mail steamer, and the distance between the courses must also have been less. In the time available, moreover, the mail steamer herself could not have got into the position assigned to her in the plan. We have no reliable evidence as to how far her head had turned from the time of the order hard a starboard until the first impact. No compass observation was taken on board the mail steamer, but whatever may have been the direction of the ship's head the time available was scarcely sufficient to allow the body of the ship to get clear of the advance of her course.

Then it may be observed as to the course of the mail steamer, immediately before the order to hard a starboard was given, she is described as having been for about a minute and a half on a course about six degrees south of her

regular course in consequence of the order starboard half a point when the junk was reported. But no effect is allowed for the order to resume her course, which was given by the officer of the watch, and I am of opinion that some effect must be allowed for this. The order was given, but was not heard by the Commander, and it was probably given before the Commander reached the bridge.

I have come then to the conclusion that the time which elapsed between the order hard a starboard and the collision was considerably less than the time taken in the plan, and consequently that the time which elapsed between the reporting of the junk and the collision was also less. I think it probable that the time did not exceed two minutes. That being so, I am advised that the fact of the cruiser's stern light bearing about three points on the mail steamer's starboard bow was quite consistent with the two steamers having kept their respective courses, the cruiser about S. 65 W. true, and the mail steamer about S. 69 W. true, and I have come to the conclusion that up till that time they had kept their courses, but that they were much nearer to each other than was appreciated by those on board the mail steamer. I have also come to the conclusion that after the order was given by the officer of the watch of the mail steamer to starboard half a point and her head had gone off to port under a starboard helm she had barely if not altogether resumed her course when the order hard a starboard was given, and that after that order was given there was not time for the mail steamer to alter the direction of her head so much as is put down on the plan, and that she had not time to get off the course she was on until she was on the top of the cruiser, in other words that when the order hard a starboard was given the collision was inevitable, not by reason of the cruiser starboarded but by reason of the mail steamer having kept her course too long without taking any steps to avoid the cruiser.

Before the question of the cruiser starboarded or not starboarded is disposed of, it is necessary to consider the evidence with regard to the junk. The learned Counsel for the defendants laid much stress on this element in the case, as a ground for the contention that the cruiser must have altered her course. I set us see how that evidence stands.

All those on board the cruiser who were examined on the point testified that they saw no junk. One very material witness both as regards this point and as regards the movements of the cruiser generally was absent, that is, the commander of the cruiser who was on the bridge and in charge of the navigation at the time of the collision and for some time before. He was among those who were drowned when the cruiser sank, and I shall have occasion to refer to the subject of his death. But for the matter now in hand it is enough to say that the witnesses from the cruiser who were asked had they seen any junk answering in time and position to the junk in question all denied that they had seen such a junk.

If we turn to the general statement in the official log book of the mail steamer we find the junk is mentioned, but the bearing is not given. The statement is signed by the commander and the mate but so far as regards the junk it appears to be entirely an impersonal statement. The mate was not examined and he does not appear to have been in a position to see what took place before or at the time of the collision. Those on board the mail steamer by whom the junk might have been seen, were, as we have been told, seven in all, that is the extra second officer, who was the officer of the watch, the third officer, two quartermasters, one at the wheel and one near the wheelhouse, and two lookout men, one on the fore-castle head, and one in the crow's nest, and the commander. In the general statement in the official log book there is no mention of the commander having seen the junk, and having heard his evidence. I am satisfied that he did not see it. In his examination in chief he was not asked whether he had seen it, and the learned Counsel for the defence sought to get in evidence of the junk by asking him what the officer of the watch had told him. In cross-examination he was asked about the junk and he said the officer of the watch pointed out its position, and the rest of his evidence with regard to the junk was mostly by way of argument. I arrive at the conclusion that the officer of the watch did not succeed in bringing the junk within the commander's actual observation. In drawing any conclusion from this, allowance must of course be made for the commander having come out of his own room into the darkness and requiring some time before he could see as clearly as one who had remained on deck. Each of the other six members of the ship's company made their statements with regard to the collision which were taken down and entered in the official log the day after the collision.

With an exception I shall refer to, in only two of these statements is there any reference to the junk, that is, in the statement of the officer of the watch and the statement of the lookout in the crow's nest. The extra second officer says:

"I was officer of the watch from 8 p.m. to time of collision and first saw the steamer at about 9.45 p.m. Right ahead (stern light) she gradually altered her bearing to the north and before altering our course from S. 64 W. to S. 68 W. at 11.38 p.m. she was well on the starboard bow. When overhauling the steamer and when she was about three points on the starboard bow I observed a junk about two points on our starboard bow and I ordered the helm to starboard in order to give the junk a wider berth and I ordered the course to be resumed on seeing everything well clear. Just as the Commander came on the bridge to me the vessel appeared to be altering her course to port and the Commander gave orders to starboard and to hard a starboard in quick succession reversing the port engine, and soon after the vessel struck us just forward of the bridge and I stopped the engines at Commander's orders. I then sent to report on damage over the side and soon afterwards

went to the Kwangtai in my boat and assisted in bringing off the crew. In the first place I was surprised to see the Kwangtai starboard her helm to avoid the junk as the latter had little way upon her and being upon the Kwangtai's port bow, to port was the obvious course to take, but even after having starboarded, I consider that had the Kwangtai resumed her course after clearing the junk there was ample room for the two steamers to pass clear of each other. Instead, the Kwangtai appeared to keep her helm hard-a-starboard until she struck us, being previously loudly hailed by Commander and myself to port her helm."

The statement of the lookout in the crow's nest is as follows:—

I was on the lookout in the crow's nest of the Empress of India from 100 p.m. till time of collision, I saw a fishing-boat on the starboard bow without lights and between the ship and the Kwangtai, I saw the Kwangtai alter her course to port and pass between the ship and the fishing boat. Up to the time of the Kwangtai altering her course there was any amount of room between our ship and the Kwangtai. I consider that had the Kwangtai resumed her former course on clearing the fishing boat there would still have been plenty of room between the vessels. She did not alter her course back at all."

The exception I have referred to is the statement of the third officer. There is in it a reference to the junk, but it is erased, and there is in it no further mention of the junk. (To be continued.)

**Auctions.****PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 9th January, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, A QUANTITY OF PHOTOGRAPHIC APPARATUS, Comprising:—KODAKS and CAMERAS, LENSES, PLATE HOLDERS, DEVELOPING DISHES, STANDS, SENSITISED POST CARDS, ENLARGING CAMERAS, &c. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 6th January, 1904. [89]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 9th January, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, A QUANTITY OF HOUSEHOLD FURNITURE AND ONE COTTAGE PIANO, By JOHN BRIMSMEAD & SON. (Particulars can be seen from Catalogue). TERMS:—As Customary.

On View from FRIDAY, the 8th instant, GEO. P. LAMBERT, Auctioneer. Hongkong, 6th January 1904. [84]

**Notices of Firms.****NOTICE.**

WE have authorized Mr. L. M. H. BOIS-SEREE from this Date to sign the Firm. LUTGENS, EINSTMANN & CO. Hongkong, 1st January, 1904. [70]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES. SIEMSEN & CO. Hongkong, 1st January, 1904. [67]

**NOTICE.**

THE PARTNERSHIP hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON. VICTOR H. DEACON. 10, QUEEN'S ROAD, Hongkong, 1st January, 1904. [65]

**NOTICE.**

THE PARTNERSHIP between Mr. VICTOR H. DEACON and myself having expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old German Club Premises), JOHN HASTINGS. Hongkong, 1st January, 1904. [66]

**To be Let.****TO LET.**

FIRST AND SECOND FLOORS OF No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 31ST, 1904, at present occupied by Messrs. POWELL & CO. and the COSMOPOLITAN HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes. Please apply to—YEE SANG FAT, at the above Address. Hongkong, 29th December, 1903. [1503e]

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Hongkong, 6th January 1904 [39]

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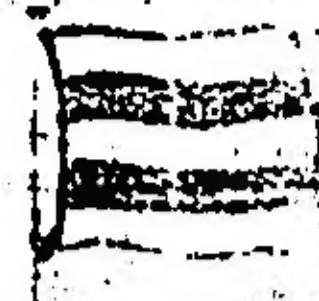
Hongkong, 2nd April, 1903. [61]

**THE AMERICAN SYSTEM OF DENTISTRY.**

DR. M. H. CHAUN, 37, DES VOEUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904. [11]

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RIOJUN MARU F. L. Pyne	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 12th Jan., at 4 P.M.
KAMAKURA MARU H. Peterson	KOBE and YOKOHAMA	FRIDAY, 15th Jan., at Daylight.
BOMBAY MARU T. Mural	KOBE and YOKOHAMA	THURSDAY, 21st Jan., at Noon.
NIKKO MARU E. W. Haswell	SYDNEY, MELBOURNE and ADELAIDE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Jan., at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & A. T. WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 23rd Jan., at Daylight.
KAGOSHIMA MARU K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 26th Jan., at Noon.

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A. S. MIHARA, Manager.

Hongkong, 6th January, 1904.

**COMPAGNIE DES MESSENGERIES MARITIMES**

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For further Particulars, apply at the Company's Office.

DE CHAMPEAUX, Agent.

Hongkong, 31st December, 1903. [19]

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Hongkong, 4th January, 1904. [14]

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Hongkong, 2d January, 1904. [151]

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THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & CO. Hongkong, 28th May, 1895. [152]

**NOTICE.**

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THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 20th September, 1904.

## Intimations.



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[35]

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[45]

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Hongkong, 20th March, 1903.

[47]

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made in the tropics—SAN MIGUEL.

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The Editor will not undertake to be responsible for  
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The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 8, 1904.

HONGKONG JOURNALISTS'  
ASSOCIATION.

Nobody with the journalistic instinct, or  
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acquaintance with the history of local jour-  
nalism need not be more than slight and  
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repute of the fraternity and raise them in the  
esteem of their fellow-citizens. We cannot  
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of late years there seems to have grown up  
in the Colony a strange tendency to regard  
the journalist as a person only to be  
tolerated; and even to be pitied. He neither  
desires to be tolerated nor wants pity. Journal-  
ists are proud of the profession in the  
ranks of which they are humble toilers,  
proud of the record it has made, the work it  
is doing; proud of the position it occupies  
in the forefront of the forces that make of it  
a popular parliament, a popular court of  
justice, a court of honour, and a court of  
criticism upon every question that may arise  
—upon all questions of public conduct, upon  
all questions of public morality, and upon  
questions of taste. The journalist in the exer-  
cise of his profession is ubiquitous, having to  
rub shoulders with all sorts and conditions  
of men. There exists no calling of which  
the members have a more profound  
knowledge of humanity than that of the  
newspaper man. The etiquette of the  
Court must be at his finger tips, and  
the slang of the alley have no secrets for  
him. Outside of the profession few realise  
his hopes, his struggles and his disappoint-  
ments, or the standard he has set up  
for his own guidance, or the buffets he  
receives. We recognise his sense of loyalty  
to his paper that nothing can shake; an  
enthusiasm that never wanes. There  
is no profession in which the standard  
of honour is higher and wherein the spirit  
of fraternity and good will is more pro-  
nounced. What is true of the home press  
—the most characteristic of British institu-  
tions—is equally applicable to the Fourth  
Estate in Hongkong. The Head of the admin-  
istration civil as well as the President of the  
Bench judicial have quite recently rendered  
appreciative homage to the "tone and stand-  
ing" of the Press of Hongkong in a manner  
that at once elevates it to the position it  
has attained by virtue of its unimpeachable  
character and dignity. The journalists of  
the Colony have realised that it is time they  
should unite themselves in a legitimate effort  
to ensure the recognition of the respect that  
is due to their profession and its individual  
members as educated and intelligent men  
—a respect of times (perhaps unwittingly)  
ignored, and the acknowledgment of  
their standing in our society, with  
its peculiar constitution in the arrogation to  
itself of an aristocracy to which it has no  
rightful claim. There can be little doubt that  
the powerful alliance will, once and for all  
succeed in establishing the principles it  
has advanced, and as long as our local press  
is marked by the tone that distinguishes it  
to-day its success is undoubtedly assured.

## LOCAL AND GENERAL.

THE German mail of the 9th December was  
delivered in London on the 7th inst.

THE departure of the P. & O. s.s. *Ceylon* for  
London and Antwerp via ports has been  
cancelled.

THE wheat yield of New South Wales is  
25,570,000 bushels, being an increase of 12,500-  
000 bushels over the record year 1901.

THE Pollard Company gave their farewell  
performance in Rangoon on the 17th ult. before  
a huge audience, there being more money in  
the house than has ever been known in  
Rangoon.

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THE Commander of the German mail steamer  
*Sachsen*, which arrived from Europe this  
morning, reports that on 30th Dec. at 10 a.m. he  
passed the steamer *Ramon* *Rajour* at 5° 51'  
north and 94° 11' east, which wished to be  
reported to her agents.

THE N.Y.K. steamer *Shinagawa*, which  
stranded off Omeyasaki, Enshu, on the 20th  
ult., has been abandoned. The *Tsiren-maru*,  
the steamer that was sent to the assistance of  
the stranded vessel, found the position of the  
*Shinagawa* hopeless, the hull being rammed  
by several large rocks.

THE German steamer *Director*, *Arthur Barry*,  
Capt. R. Elder, from Emden, reports that when  
in Long. 119° 35' N, lat. 15° 35' N they com-  
municated with the American bark *Eva J. Ray*,  
which was then 92 days out on the voyage  
from Rangoon to Hongkong. She asked for  
provisions and the steamer sent her off a barrel  
of beef.

By kind permission of Major Radcliff and  
officers the Band of the 93rd Burma Infantry  
will play at the Hongkong Hotel to-morrow  
Saturday evening from 8 to 9.30.

BANK PROGRAMME.  
March..... "Soldiers of the King"..... Hewitt  
Extraction..... "The Runaway Girl"..... Hamilton  
Selection..... "The Runaway Girl"..... Hamilton  
Concert..... "My Dream"..... Polo Testi  
Selection..... "The New Island"..... Crook  
Vocal..... "Venezian Song"..... Bucalossi  
Dances..... "Shamane"..... Dromi  
..... "God save the King".....

PRESS ASSOCIATION FOR  
HONGKONG.

As the outcome of several meetings convened  
by the Pressmen of the Colony, a Journalists'  
Association has been constituted in Hongkong.  
Its objects are the promotion of whatever may  
tend to the elevation and improvement of the  
status of journalists in the Far East and obtain-  
ing for journalists, as such, formal and definite  
professional standing; promoting personal and  
social intercourse between members of the Asso-  
ciation; and holding conferences and meetings  
for the discussion of professional affairs interest-  
ing and duties; the acquisition by the Association  
of a room or other place of meeting; and the pro-  
motion by all reasonable means of the interests  
of journalism. The Association consists of a  
President, Honorary Secretary and Treasurer,  
and a Committee of not less than three mem-  
bers, and of members and associates. The  
President and Honorary Secretary and Treas-  
urer are ex officio members of the Committee.  
Mr. T. H. Reid has been elected President;  
while the Committee comprises Messrs. P.  
W. Sergeant, Douglas Story, and W. H. Donald,  
with the President and Hon. Secretary and Treas-  
urer, Mr. E. A. Snowin, as ex officio members.  
The Association, which is governed by the  
Committee, consists of two classes, viz. Mem-  
bers and Associates. Members will be per-  
sons not less than twenty-one years of age who  
have been for at least two years professional  
journalists and are at the time of their election  
in the active practice of their profession. As-  
sociates will be persons employed in the news-  
paper offices in the Colony ineligible as mem-  
bers, but by reason of their relations with  
journalism qualified to concur with journal-  
ists in the advancement and service of the  
profession. Members alone will have the right  
to vote or to be present at meetings convened for  
the purpose of discussing the professional status  
of journalists or of debating questions affecting  
members in their purely journalistic capacity.  
The qualifications recognised by the Asso-  
ciation as constituting any person a journal-  
ist within the meaning of the rules of the  
Association is that he is professionally and  
habitually engaged upon the staff of a journal  
in the capacity of editor, leader-writer, writer  
of special articles, assistant-editor, sub-editor,  
or reporter.

## WATER RETURN.

Level and Storage of Water in Reservoirs  
on the 1st January.

	1903.	1904.
Tyatam.....	14' 11" below	19' 5" below
Pokfulam.....	21' 6" below	22' 7" below
Wong-nai.....	35' 2" below	20' 2" below
Cheong.....	overflow	overflow

## STORAGE GALLONS.

	1903.	1904.
Tyatam.....	27,070,000	24,010,000
Pokfulam.....	21,603,000	19,575,000
Wong-nai.....	1,903,000	9,701,000
Total.....	29,576,000	26,986,000

Consumption of Water in the City of Victoria  
and Hill District during the month of December.

	1902.	1903.
Consumption.....	69,834,000	112,120,000 gallons
Estimated po- pulation.....	216,800	221,700

Consumption  
per head per  
day..... 10.4 | 163 gallons |

Intermittent supply in force during the  
whole of December 1902; and from the 21st  
December, 1903.

Consumption of Water in Kowloon Peninsula  
during the month of December.

	1902.	1903.
Consumption.....	14,516,000	14,558,000 gallons
Estimated po- pulation.....	59,500	65,400

Consumption  
per head per  
day..... 7.8 | 7.3 gallons |

The Government Analyst reports that the  
water is of excellent quality.

W. CHATHAM,  
Water Authority.

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## IS IT WAR?

EXCITEMENT IN HONGKONG.

WILD RUMOURS!

Last night a war scare struck this city,  
and all day, from the first streak of dawn, rumour  
stalked through our streets. The first  
notification of an impending military  
movement was given out during the regimen-  
tal dance of the Sherwood Foresters, at the  
City Hall, last night when it was whispered  
that news had been received that hostilities had  
commenced and that a portion of our garrison  
were under orders to hold themselves in  
readiness to proceed to the North. Inquiries  
made early this morning resulted in the informa-  
tion that 250 men of the Derbyshire Regt.  
had been mobilised, and were awaiting em-  
barcation for an unknown destination, Colonel  
Wyllie, Captain Green, D.S.O., and Lieuten-  
ant Milne being the officers designated to  
accompany the detachment. The authorities  
at the Headquarters office refused to put with  
any information in reply to the anxious inquir-  
ies of ubiquitous Pressmen, and all efforts to an-  
imate the sphinx-like functionaries at the Naval  
Yard proved equally unavailing. The reticence  
and secrecy of the authorities gave rise to the  
wildest of canards, which, taking flight  
from the bars of our clubs and hostels, sped  
rough our busy thoroughfares, and  
circled over the Praya. Jones swore on his  
honour that the Foresters were off to Canton,  
where the raging crowds of infuriated Chinese  
were tearing up the railway. Smith declared  
that the troops were speeding already on the  
*Thames* to Amoy to suppress the riot, and  
Brown declared on oath that the Tommies  
were for Seoul or, perhaps, Peking. It was  
stated that they had left at 11 a.m. and, again,  
others declared that at 1 p.m. the men were  
still here. The excitement was feverish at  
noon, and at 3 p.m. it had developed into a  
frenzy. The journalists of Hongkong rose to the  
occasion, and our arcades echoed the hurried  
stamp of their eager footsteps, our streets  
were filled with the rattling din of their rich-  
men's wheels. Undaunted by the blank-faced  
and exhausted reporters who, time after time,  
returned without news to the offices of our  
journals, editors laid down their busy pen, rushed  
forth from their sanctum, interviewed Army  
officers, public functionaries, sergeants, corporals,  
and dodged around the gates of Murray  
Barracks in the hope of securing the "scop" of  
the day. Seconds, minutes, hours flew, but  
the most strenuous efforts were unavailing.  
Meanwhile, the public rumour grew in volume,  
quantity and detail, and the *ultima thule* of  
the crisis was reached when the "man in the  
street who knows" swore by all his household  
gods that Tom, Dick, Harry & Co. had re-  
ceived a cable from their agents in the  
North informing them that the Japanese  
fleet had playfully thrown 100 shells into Port  
Arthur yesterday. One hundred and no  
more! Proof certain of the far-seeing policy  
of Japan in conducting the struggle on  
the most possibly economical lines. Surely,  
after this, none of us will accuse the "man  
who knows" either of vagueness or exaggeration.  
Perhaps, if we had asked, he might have  
told us the exact number of windows that were  
broken in the bombardment. When the  
thought occurred, it was too late. Staggered  
by the preciseness and exactitude of his infor-  
mation we had allowed him to escape. Certain  
was it that at the time we went to press, those  
who are really likely to know the first, we  
refer to the leading Japanese firms in  
the Colony, had received no definite  
information as to an outbreak of hostilities,  
though there was no attempt to conceal  
the extreme gravity of the situation.  
However, none can declare that the dogs of  
war are loose, and of the wave of excitement  
and speculation that swept our Colony to-day,  
it may yet be said: *Parturit montes, nascitur  
ridiculus mus.*

## NORTHERN NOTES.

The *Kobe Herald* of the 28th ult. says:—  
The foreign insurance companies of Yoko-  
hama are reported to have raised the rate on  
Japanese ships to 75, which is just twenty  
times the recent rate.

The Nippon Yusen Kaisha head office in  
Tokyo has been unusually active recently, and  
the number of communications with their  
principal branches has considerably increased.  
A large number of officials, besides those on  
watch, were working in the office yesterday.

An Imperial Ordinance was issued to-day  
providing for appropriations from Reserve  
Funds to meet the expenditure necessitated by  
the political situation. The Government have  
thus at their immediate disposal ¥200,000,000;  
viz. fifty million yen from the reserve fund for  
the renewal of warships, torpedoes and educa-  
tion; thirty million yen, balance of bonds re-  
cently floated in London; and one hundred  
and twenty millions, specie reserve of the Bank  
of Japan. It is thought that the foregoing will  
suffice to meet the expenditure for the time  
being if hostilities result.

The *Yorudan* states that the chief officials of  
the Nippon Yusen Kaisha held a council on  
Friday morning and decided to offer the ser-  
vices of its whole fleet, consisting of 76 vessels  
to be used as transports at a fare between 5  
and ¥34 per person. In the afternoon, Mr. Kondo,  
president of the company, notified the Minister  
of Communications of that effect. The same  
journal reports that the Japanese Government  
has decided to expend 5 million yen for the  
time being for extending Japanese influence in  
China. With that sum, we are told, the  
Government intend to purchase the electric  
tramway in Seoul now under American man-  
agement; (2) to establish a central Korean bank;  
(3) to secure for Japanese the right of man-  
aging Korean customs and to have a Japanese  
subject appointed financial adviser to the  
Korean Government; and (4) to monopolize the  
privilege of building railways in the peninsula.  
Count Katsura and Baron Sone are said to be  
the chief workers of the scheme, with Mr.  
Omura as their agent, or negotiating with the  
Korean Government.

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## JAPANESE ENTERPRISE.

THE HOUSE OF MITSUI.

We are indebted to the courtesy of the Mitsui  
Russian Kaisha for a most interesting and  
artistic publication entitled "The House of  
Mitsui." There are comparatively few that are  
conversant with the fact that the immense com-  
mercial enterprises, known respectively as the  
Mitsui Ginko (bank), Mitsui Bussan Kaisha,  
Mitsui Kosen Kaisha and Mitsui Gofuten (dry-  
goods store), whose sphere of influence in the  
economical world of Japan and the East is so  
vast and extensive, are the outcome of a joint  
association of eleven branches of the Mitsui  
family. There is something distinctly interest-  
ing and romantic in the origin of this vast com-  
bine when it is considered that its present  
directors are descendants of the famous feudal  
lord of Namadaye, Takashige Mitsui, a  
renowned warrior of the 15th century. In 1723,  
observing the verbal will of Takatoshi Mitsui,  
his son, Hachirobei Takahira, laid down in  
writing the Family Rules, by which he and his  
five brothers pledged themselves to form a  
collective body of partners working with a  
collective capital. This agreement, drawn up  
180 years ago, is the same upon which the  
whole undertaking is worked to-day.

With the restoration of the Meiji era, an im-  
portant epoch was opened in the history of the  
firm. While the new government under the  
direct control of the Emperor was in the  
process of consolidation, the Mitsui acted as  
its principal financing agent. As a reward  
for this and other public services to the  
country, Baron Hachiroemon Mitsui, the  
present head of the house, was created a  
peer, and other partners were given  
various titles. The bank and shipping business  
were founded in 1876, and in 1889 the firm  
acquired from the Government the Mitsui Coal  
Mines. Since then several other mines have  
come under the control of the family. Accord-  
ing to the social institutions of Japan the unit  
of society is the family, and not the individual  
as in the Western world. The House of Mitsui  
is a collective body, a joint association of  
eleven families, which work with their collec-  
tive capital, in their joint name, and under the  
system of unlimited joint liability; and that they  
enjoy almost unbounded confidence and credit  
both at home and abroad is assuredly due to  
this admirable system of business organisation.  
Besides the enterprises already mentioned as  
undertaken by the sole power of the House of  
Mitsui, the family is an important shareholder  
in the Bank of Japan, Yokohama Specie Bank,  
First Bank, Hokkaido Colliery and Railway Co.,  
Sanyo Ry. Co., Nippon Ry. Co., Kinshu Ry.  
Co., Tokio Tramway Co., Japan Mail Steam-  
ship Co., Tokio Marine Insurance Co., Kane-  
guchi Cotton Spinning Co., Uji Paper Mill Co.,  
and the Formosa-Sugar Refining Co.  
These shares together with those of numerous  
other companies amount to over ten million  
yen, from which it can be realised that the in-  
fluence of this immense family association can  
make itself felt in nearly all branches of Japan's  
economic concerns.

## THE S.S. "HELENE RICKMERS."

The *Helene Rickmers*, whose Captain has  
had such an unpleasant experience at Moji,  
must have most unfortunate recollections of  
Japan, if a ship can be treated as a personality.  
Twelve years ago, in August 1901, she went  
ashore at Kobe during a typhoon, and was  
hard and fast off the Eastern camber for some  
three weeks, being eventually floated by the  
late Mr. A. C. Sim. When got off, it was found  
that she had knocked two or three ho's in her  
bottom, and she had to be taken to Nagasaki  
for repairs of a somewhat extensive nature.  
For about seven years she avoided the coast of  
Japan, and, if we remember right, she  
arrived at Kuchinotsu to load coal and got  
caught in another typhoon in which she  
dragged her anchors and did some damage.  
Now, on what seems to be her third visit, the  
Captain gets into difficulties with Japanese  
police, who appear to have used him almost as  
badly as the elements had done the ship on  
previous occasions. After these experiences  
the owners, if at all superstitious, will, we  
should think, give instructions that Japan is a  
dangerous region for the *Helene Rickmers*. It  
would be interesting, by the way, to know who  
would have been responsible if a storm had  
sprung up while the police had the Captain  
and his first and second officers in custody.  
Under the best of circumstances a large ship  
like the *Helene Rickmers* is not in a very safe  
situation in a place like Moji, where the tide  
runs with such swiftness, and it was exposing  
the vessel to serious danger to deprive her of  
her principal officers at the same time and for  
several hours.—*Kobe Chronicle*.

## AMERICAN FLOUR IN JAPAN.

IT'S INCREASING POPULARITY.

The demand for American flour in Japan has  
shown a remarkable increase of late years, says  
the *Kobe Chronicle*. According to the latest  
statistics published, the value of the flour  
imported now amounts to some ¥3,000,000  
annually, and there are indications of a still  
further increase. When flour was first intro-  
duced into this country it was used only by  
confectioners, but it is now coming into general  
use as an article of diet. About ten years ago  
the value of flour imported was more than  
¥500,000 per annum, and the demand began  
to show gradual increase at the conclusion of  
the Japan-China war. It is generally known  
that during the war flour was largely imported  
by speculators—to such an extent, indeed, that  
it became a glut on the market. The demand  
declined when peace was declared, and those  
who had been endeavouring to make a corner  
had to dispose of their stock at very low rates,  
the result being that the market was largely  
extended, and the Japanese began to appreciate  
the value of flour as a foodstuff. Since that  
time the demand for flour has continued to  
increase, and in the short space of ten years  
the import of flour has expanded tenfold. It is  
pointed out that at the present time the price  
of flour rises rather below that of rice, and in  
case of hostilities breaking out between Japan  
and Russia, the stocks of flour at Kobe and  
Yokohama would soon be exhausted, while the  
price would rapidly advance and the flour  
market would undoubtedly benefit.

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## FOOTBALL.

To-morrow afternoon on the Happy Valley  
the Hongkong Football Club will play H.M.S.  
*Albatross*. Kick-off at 4 p.m. The following will  
play for the Club—F. H. Kew, goal; W. C.  
Austin and E. F. Ancott, backs; W. C. Gray,  
J. W. C. Bonnar and J. D. Danby, halves; W.  
H. Williams, H. A. Brent, R. Hancock, C. R.  
S. Cooper and J. Richardson, forwards.

## CRICKET LEAGUE.

LEAGUE TABLE.

Clubs.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.....	9	8	1	0	24
Civil Service 6	5	0	1	0	16
Craigengower 8	3	3	2	1	11
R. E. ....	3	3	0	0	9
"Tamar" ...	5	2	3	0	6
R. A. M. C. ...	1	4	1	0	4
H.K.C.C. "A" ...	1	4	0	0	3
Parses .....	5	0	5	0	0

## CRAIGENGOWER v. "TAMAR"

The return match in the League between  
the above Clubs will be played on Saturday on  
the ground of the former Club which will be  
represented by A. O. Brown, L. E. Lammert,  
R. Basa, M. E. Asger, E. R. Henton, J. Craik,  
E. Ford, R. Pestonji, L. A. Rose, J. P. Jordan,  
and J. Glynn.



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 9th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "KEEMUN" left Singapore on the 4th inst. and is due here on the 9th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 9th January.
MARSEILLES, LONDON & ABERDEEN	"YANGTSE"	On 19th January.
MARSEILLES, LONDON & ABERDEEN	"YANGTSE"	On 19th January.
LONDON & ANTWERP	"NEPTUN"	On 22nd February.
GENOA, MARSEILLES & LONDON	"KEEMUN"	On 15th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.

For Freight, apply to

## BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 6th January, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	9th January, at Daylight.
NINGPO and SHANGHAI	"SHAOHSING"	9th " at 4 P.M.
SHANGHAI	"PAOTING"	11th " at 4 P.M.
MANILA	"ANHUI"	13th " at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 8th January, 1904.

## Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th Jan., at 5 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
PERLA	1980	A. H. Nottley	—	—

For Freight or Passage, apply to

## SHEWAN, TOMES &amp; CO.

GENERAL MANAGERS.

Hongkong, 8th January, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 25, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## TOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 9th January, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,860	THURSDAY, 14th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd January, 1904.

K. MATSUDA, Acting Manager.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904. 88 1/3 per cent.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1904.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

## "KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare. \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Gibson, will be despatched for the above Port, TO-MORROW, the 9th instant, at 10 A.M. Instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS, LARPAK & Co., General Managers.

Hongkong, 8th January, 1904.

FOR KOBE, NAGASAKI AND YOKOHAMA.

THE Steamship

"STOLBERG,"

Captain Deinat, will be despatched for the above Ports, TO-MORROW, the 9th instant, at Noon.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th January, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 9th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th January, 1904.

"SHIRE" LINE.

FOR HAVRE, LOW, ANTWERP AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for the above Ports on or about MONDAY, the 11th January, 1904, to be followed by the Steamship "RADNORSHIRE."

Captain C. H. Burgh, on or about SATURDAY, the 30th January, 1904.

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 5th January, 1904.

NAVIGAZIONE GENERALE ITALIANA, (Raffaello and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Maganzini, will be despatched as above on TUESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 7th January, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"SIKH" About 19th Jan.

"SAGAMI" 25th Jan.

"AFRIDI" 9th Feb.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 7th January, 1904.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3.

Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above TO-MORROW, the 9th January, 1904.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 17th December, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Charbonnel, will be despatched for the above Ports on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 5th January, 1904.

## Consignees.

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 5th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

I. STUART THOMSON, Acting Agent.

Hongkong, 2nd January, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA,"

Captain Schönbeld, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain J. M. Williamson, having arrived from the above Port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Wanchai Stevedoring Co., at Wanchai, where they are being stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on a date to be hereafter appointed.

Consignees of Cargo will please note that before delivery can be obtained, they must sign the General Voucher Bond which is lying at the Office of the Undersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

American Asiatic S.S. Co.

Hongkong, 5th January, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 6th January, 1904.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. India.

From Australia, ex S.S. Britannia.

From Calcutta, ex S.S. Palawan.

From Persian Gulf, &c., ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

From Alleppey, ex S.S. Niara.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date

## SHIPPING.

## ARRIVALS.

Michael Jensen, Ger. s.s., 710, Uldrup, 7th Jan.—Haiphong 2nd Jan., and Hoithow 5th, Rice and Pigs.—J. & Co.  
Carl, Ger. s.s., 2,153, Jochimow, 7th Jan.—Daneig 7th Nov., Sugar.—E. A. T. Co.  
Puma, Br. s.s., 2,257, Peahhunn, 7th Jan.—Singapore 1st Jan., Gen.—J. M. & Co.  
Director Arthur Barry, Ger. s.s., 136, Adler, 7th Jan.—Emden Germany 21st Oct., Ballast.—J. & Co.  
Woonung, Br. s.s., 1,109, Dowson, 7th Jan.—Canton 7th Jan., Gen.—B. & S.  
Sachsen, Ger. s.s., 2,119, Peich, 8th Jan.—Breiten 25th Nov., and Singapore 2nd Jan., Mails and Gen.—M. & Co.  
Prima, Norw. s.s., 761, Meyer, 8th Jan.—Haiphong 4th Jan., Rice.—S. W. & Co.  
Dardanus, Br. s.s., 2,991, Tilliston, 8th Jan.—Shanghai 5th Jan., Gen.—B. & S.  
Batavia, Ger. s.s., 7,103, Dempwalf, 8th Jan.—Barry 14th Nov., and St. Vincent 24th Dec., Coal.—H. A. L.  
Taiwan, Br. s.s., 1,109, Harder, 8th Jan.—Shanghai 4th Jan., Gen.—B. & S.  
Dajin Maru, Jap. s.s., 907, Oyata, 8th Jan.—Tamsui via Amoy and Swatow 7th Jan., Gen.—O. S. K.  
Clearances at the Harbour Office.

Kohsichang, for Swatow.  
Wo Ping, for Wuchow.  
Taiching, for Yokohama.  
Itha Verde, for Macao.  
Madelaine Rickmers, for Bangkok.  
Hatching, for Kwong-chow-wan.  
Wingchai, for Macao.  
Gregory Ahear, for Singapore.  
Hermann Lerche, for Singapore.  
Batavia, for Vladivostok.  
Kongiam, for Canton.

## DEPARTURES.

Jan. 8.  
Kohsichang, for Bangkok.  
Phuang, for Bangkok.  
Hatching, for Coast Ports.  
Shing Maru, for Kobe.  
M. Rickmers, for Hoithow.  
Hanging, for Canton.  
Ningpo, for Canton.  
Chihli, for Canton.  
Gregory Ahear, for Calcutta.  
Kwongang, for Shanghai.  
Strathgyle, for Yokohama.

## PASSENGERS ARRIVED.

Per *Puma*, from Singapore—1,000 Chinese.  
Per *Sachsen*, from Bremen—Miss Bal-  
lestedt, Mrs. Kuhn, Miss Lidl, Messrs. Gil-  
lingham, Gurgelien, Cok, Roby, Ellis, Chap-  
man, John Gw, Neubacher, Roberts, Hanet,  
8 Chinese and 4 Japanese from Singapore.  
Per *Taiwan*, from Shanghai—Capt. Finlay-  
son, and 8 Chinese.

## SHIPPING REPORTS.

Str. *Dardanus* from Shanghai—Fresh mon-  
soon, fine throughout.  
Str. *Puma* from Singapore—Fine weather,  
stormy N.E. monsoon.  
Str. *Taiwan* from Shanghai—Moderate  
N.E. winds, following sea, and fine weather to  
arrival.

## HONGKONG &amp; WHAMPOA DOCK RETURNS.

Salmat ..... at Kowloon Dock.  
Empress of China .....  
Anhui .....  
Powan .....  
Haitan .....  
Kansu .....  
Amigo .....  
Tatar .....  
H.I.G.M.S. Mowee .....  
H.M.S. Glory .....  
U.S.A.T. Sacramento .....  
Salamanca ..... Cosmopolitan  
Chihli .....  
Paul Beau .....  
Telatos .....  
Rojun Maru ..... Aberdeen

## SHIPS PASSED THE CANAL.

Outward—29th December—*Merionethshire*,  
*Ningchow*, *Benglor*, *Socotra*, *Monmouthshire*,  
*Gera*, *Kontsberg*, *Chinkua*, *C. Ferd Lacia*,  
2nd January—*Hiluchi Maru*, *Yarra*, *Moyune*,  
*Arletisla*, 6th January—*Andalusia*, *Glaucus*,  
*Indramayu*, *Ediga*.  
Homeward—29th December—*Polyphemus*,  
2nd January—*Prinz Heinrich*, 6th January—  
*Glenish*.  
Arrivals at Home—2nd January—*Antenor*,  
*Saxonia*, *Tantalus*, *Freiburg*, 6th January—  
*Sado Maru*, *Sydney*.

## VESSELS IN PORT.

STRAMUR.  
Amara, Br. s.s., 1,561, Mattock, 5th Jan.—  
Moj 31st Dec., Coal.—J. M. & Co.  
Andree Rickmers, Ger. s.s., 1,021, Kuhn, 6th  
Jan.—Bangkok 29th Dec., Rice.—A. K.  
& Co.  
Anping, Br. s.s., 1,050, Cowan, 1st Jan.—  
Amoy 31st Dec., Ballast.—B. & S.  
Anping Maru, Jap. s.s., 1,053, Goto, 7th Jan.—  
Fochow and Swatow. 6th Jan., Gen.—O.  
S. K.  
Amra, Br. s.s., 2,481, Williamson, 4th Jan.—  
Manila 1st Jan., Gen.—S. T. & Co.  
Armstrong Ahear, Br. s.s., 2,931, Fey, 6th Jan.—  
Calcutta 19th Dec., Penang and Singapore  
30th, Gen.—D. S. & Co., Ltd.  
Ayr, Br. s.s., 1,053, Gibson, 5th Jan.—Moj  
31st Dec., Coal.—D. & Co., Ltd.  
Chowai, Ger. s.s., 1,115, Texor, 29th Dec.—  
Bangkok 22nd Dec., Rice.—B. & S.  
Claverburn, Br. s.s., 2,358, Parker, N.W.R., 27th  
Dec.—New York 27th Oct., Case Oil.—  
S. O. Co.  
Dunolly, Br. s.s., 2,126, White, 5th Jan.—Wes-  
port, N.Z. via Newcastle, N.S.W. 11th Dec.,  
Coals.—D. & Co., Ltd.

Empress of China, Br. s.s., 3,046, Archibald,  
R.N.R., 22nd Dec.—Vancouver, B.C., 30th  
Nov., and Shanghai 19th Dec., Mails and  
Gen.—C. P. R. Co.  
Firth of Dornoch, Br. s.s., 1,844, Swanston 5th  
Jan.—Moj 30th Dec., Coal.—D. & Co., Ltd.  
Germania, Ger. s.s., 1,714, Bruha, 6th  
Jan.—Canton 5th Jan., Gen.—J. & Co.  
Germanica, Ger. s.s., 2,575, Behrmann, 31st  
Dec.—Batium 11th Nov., Cases Oil.—  
Ord.  
Gloamin, Br. s.s., 2,240, Leamouth, 31st Dec.—  
Penarth 14th Nov., Coals.—Admiralty.  
Hailong, Br. s.s., 783, Gibson, 7th Jan.—  
Swatow 6th Jan., Gen.—D. L. & Co.  
Haitan, Br. s.s., 1,182, Roach, 5th Jan.—  
Swatow 4th Jan., Gen.—D. L. & Co.  
Hansa, Ger. s.s., 1,201, Weidlich, 29th Dec.—  
Port Louis and Mauritius 6th Dec., Sugar.  
—Nani Wing & Co.  
Heathdene, Br. s.s., 2,777, Melbourne, 3rd Jan.—  
Moj 29th Dec., Coal.—M. B. K.  
Hermann Lerche, Russian s.s., 1,871, Dahl-  
strann, 6th Jan.—Vladivostok 30th Dec.,  
Ballast.—B. & Co.  
Hoiha, Br. s.s., 509, Coser, 6th Jan.—  
Haiphong and Hoithow 3rd Jan., Rice and  
Pigs.—A. R. M.  
Hongkong Maru, Jap. s.s., 3,447, Filmer, 31st  
Dec.—San Francisco 3rd Dec., Honolulu  
10th, Yokohama 24th, Kobe 25th, Naga-  
saki 27th, and Manila 29th, Mails and Gen.—  
P. M. S. S. Co.  
Hopsang, Br. s.s., 1,359, Hay, 4th Jan.—  
Moj 19th Dec., Coal.—J. M. & Co.  
Ischia, Ital. s.s., 2,784, Magazzini, 6th Jan.—  
Singapore 29th Dec., Gen.—C. & Co.  
Lantes, Br. s.s., 1,340, Jackson, 3rd Jan.—  
Saigon 27th Dec., Rice and Meal—Nam  
Wo & Co.  
Loongsang, Br. s.s., 1,092, Weigall, 2nd Jan.—  
Manila 30th Dec., Ballast.—J. M. & Co.  
Lyria, Ger. s.s., 1,315, Porcelins, 2nd Jan.—  
Hamburg 22nd Nov., Marine Stores—H.  
A. L.  
Maria Valerie, Aust. s.s., 2,643, Berberovich,  
5th Jan.—Singapore 30th Dec., Gen.—S.  
W. & Co.  
Marie Jensen, Ger. s.s., 1,771, Bandixen, 3rd  
Jan.—Samarang 16th Dec., Sugar.—J. &  
Co.  
Mausang, Br. s.s., 1,614, Rolfe, 25th Dec.—  
Borneo Ports 19th Dec., Timber.—J. M. &  
Co.  
Onsang, Br. s.s., 1,871, Davies, 1st Jan.—  
Java 22nd Dec., Sugar.—J. M. & Co.  
Phra Chula Chom Kiao, Ger. s.s., 1,012, Bohm,  
5th Jan.—Bangkok 28th Dec., Rice.—B. &  
S.  
Progress, Ger. s.s., 687, Bremer, 1st Jan.—  
Swatow 31st Dec., Gen.—S. & Co.  
Quarta, Ger. s.s., 1,146, Johansen, 20th Dec.—  
Mauritius 4th Dec., Sugar.—S. W. & Co.  
Rajaburi, Ger. s.s., 1,189, Wendig, 7th Jan.—  
Bangkok 30th Dec., Gen.—M. & Co.  
Rojun Maru, Jap. s.s., 2,980, Pyne, 5th Jan.—  
Seattle 2nd Dec., Flour, Milk and Coal—  
N. Y. K.  
Rosetta Maru, Jap. s.s., 2,403, Smith, 5th Jan.—  
Manila 3rd Jan., Gen.—T. K. K.  
Rubi, Br. s.s., 1,611, Almond, 4th Jan.—  
Manila 2nd Jan., Gen.—S. T. & Co.  
Stolberg, Ger. s.s., 1,533, Kirchner, 31st Dec.—  
Moj 27th Dec., Coal and Gen.—H. A.  
L.  
Strumbus, Br. s.s., 3,028, Stock, 3rd Jan.—  
Singapore 25th Dec., Petroleum.—A. P.  
Co.  
Taihu, Ger. s.s., 1,063, Ueberfeldt, 2nd Jan.—  
Hongay 30th Dec., Coal.—S. & Co.  
Taishun, Ch. s.s., 1,216, Jamieson, 7th Jan.—  
Canton 6th Jan., Gen.—C. M. S. N. Co.  
Tamba Maru, Jap. s.s., 3,800, Wale, 7th Jan.—  
Shanghai 4th Jan., Gen.—N. Y. K.  
Tatar, Br. s.s., 4,425, Evans, 16th Dec.—  
Vancouver 16th Nov. and Shanghai 13th  
Dec., Gen.—C. P. R. Co.  
Tijmah, Dut. s.s., 2,476, Jurnanse, 3rd Jan.—  
Yokohama via Moj 29th Dec., Gen. and  
Coal.—H. C. T. Co.  
Tijpanas, Dut. s.s., 1,055, Zwart, 6th Jan.—  
Batavia and Macassar 15th Dec., Gen. and  
Hots Jacob & Co.  
Tsurugisan Maru, Jap. s.s., 2,559, Narasaki,  
2nd Jan.—Kutchinotzu 27th Dec., Coal—  
M. B. K.  
Waihoru, Br. s.s., 1,117, Daniel, 2nd Jan.—  
Hoithow 1st Jan., Gen.—Chinese.  
Waishing, Br. s.s., 1,170, Courtney, 7th Jan.—  
Canton 6th Jan., Gen.—J. M. & Co.

## Post Office.

A Mail will close for—

Canton—Per *Hankow*, 9th Jan., 7:30 A.M.  
Swatow—Per *Hailong*, 9th Jan., 9 A.M.  
Haiphong—Per *Hoithow*, 9th Jan., 9 A.M.  
Singapore—Per *Hermann Lerche*, 9th Jan.,  
9 A.M.  
Manila—Per *Loongsang*, 9th Jan., 10 A.M.  
Manila—Per *Rosetta Maru*, 9th Jan., 10 A.M.  
Kobe, Nagasaki and Vladivostok—Per  
*Stolberg*, 9th Jan., 10 A.M.  
Shanghai—Per *Maria Valerie*, 9th Jan.,  
10 A.M.  
Bangkok—Per *P. C. Kiao*, 9th Jan.,  
10 A.M.  
Singapore—Per *Heathdene*, 9th Jan., 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per *Hongkong*  
*Maru*, 9th Jan., 11 A.M.  
Macao—Per *Heungshan*, 9th Jan., 1:15 P.M.  
Sandakan—Per *Mausang*, 9th Jan., 2 P.M.  
Ningpo and Shanghai—Per *Shaoxing*, 9th  
Jan., 3 P.M.  
Kongmoon, Kumchuk and Samshui—Per  
*Sei Yeh*, 9th Jan., 3 P.M.  
Moj—Per *Amara*, 9th Jan., 3 P.M.  
Manila—Per *Rubi*, 9th Jan., 4 P.M.  
Nantao—Per *Taichun*, 9th Jan., 5 P.M.  
Sanbu—Per *Hoi Fat*, 9th Jan., 5 P.M.  
Macao—Per *Wingchun*, 9th Jan., 5 P.M.  
Swatow and Shanghai—Per *Waishing*, 9th  
Jan., 5 P.M.  
Hoithow and Haiphong—Per *Michael Jensen*,  
9th Jan., 5 P.M.  
Canton—Per *Fulshan*, 10th Jan., 9 A.M.

Swatow, Amoy and Fochow—Per *Anping*  
*Maru*, 10th Jan., 9 A.M.  
Singapore—Per *Dardanus*, 10th Jan., 9 A.M.  
Canton—Per *Honam*, 11th Jan., 9 A.M.  
Amoy, Swatow, Straits and Rangoon—Per  
*Puma*, 11th Jan., 11 A.M.  
Shanghai—Per *Panting*, 11th Jan., 3 P.M.  
Singapore—Per *Denbighshire*, 11th Jan.,  
3 P.M.  
Canton—Per *Kinshan*, 11th Jan., 5 P.M.  
Canton—Per *Hankow*, 12th Jan., 7:30 A.M.  
Swatow, Amoy and Tamsui—Per *Dajin*  
*Maru*, 12th Jan., 9 A.M.  
Europe, &c., India via Taitonin—Per  
*Andree*, 12th Jan., 11 A.M.  
Singapore, Penang and Bombay—Per *Ischia*,  
12th Jan., 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria, B.C. and Seattle—Per *Rijun Maru*,  
12th Jan., 3 P.M.  
Canton—Per *Fatshan*, 12th Jan., 5 P.M.  
Canton—Per *Honam*, 13th Jan., 7:30 A.M.  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney and  
Melbourne—Per *Australian*, 13th Jan., 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per *Empress of*  
*China*, 13th Jan., 11 A.M.  
Manila—Per *Kinshan*, 13th Jan., 5 P.M.  
Canton—Per *Amoy*, 13th Jan., 5 P.M.  
Keelung, Moj, Kobe, Yokohama, Victoria,  
(B.C.) and Tacoma—Per *Lyria*, 15th Jan.,  
11 A.M.  
Manila—Per *Zafra*, 16th Jan., 9 A.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
acting Director of the Hongkong Obser-  
vatory—  
On the 8th at 11:55 a.m. The barometer  
has fallen over China and Japan, risen at  
Wladivostok.  
The high pressure area still covers China, the  
Loochos and S. Japan, and pressure is low to  
the NE. of Japan.  
Gradients slight on the China coast with  
moderate monsoon in the Formosa Channel,  
rather steep with strong monsoon over the  
China Sea.  
Forecast:—moderate N.E. winds; fine.

Barometer ..... 30.41 30.29  
Temperature ..... 60 60  
Humidity ..... 73 70  
Rainfall ..... 70

## CHINA COAST METEOROLOGICAL REGISTER.

January 8th, 1904, a.m.

Bar. Th. Hu. Wind W. r.  
Vladivostok, 7 a.m. 30.36 5 65 — 0 b  
Nemuro, 6 a.m. 29.92 — — 0 6  
Hakodate, 6 a.m. 30.09 — — NW 4  
Tokio, 6 a.m. 30.21 — — NW 4  
Kochi, 6 a.m. 30.35 — — NW 0  
Nagasaki, 6 a.m. 30.45 — — 0  
Kagoshima, 6 a.m. 30.42 — — N 2  
Oshima, 6 a.m. 30.43 — — S 4  
Naha, 6 a.m. 30.41 — — 0  
Ishigakijima, 6 a.m. 30.33 — — E 4  
Taihoku, 5 a.m. 30.32 — — SW 2  
Taichu, 5 a.m. 30.31 — — 0  
Tainan, 5 a.m. 30.30 — — N 2  
Koshun, 5 a.m. 30.28 — — NE 6  
Pescadore, 5 a.m. 30.32 — — N 8  
Weihaiei, 9 a.m. 30.30 30 — 0  
Gutzlaff, 9 a.m. 30.46 92 WNW 2 cm  
Sharp Peak, 9 a.m. 30.40 55 80 WNW 1  
Amoy, 6:30 a.m. 30.44 55 87 NW 1  
Swatow, 9 a.m. 30.37 60 — N 1  
Canton, 10 a.m. 30.38 61 73 E 3  
Hongkong, 10 a.m. 30.38 61 73 E 3  
Victoria Peak, 10 a.m. 30.37 — — ENE 4  
Cap Rock, 10 a.m. 30.35 61 — NE 1  
Macao, 10 a.m. 30.35 61 — NE 1  
Haiphong, 10 a.m. 30.68 79 69 WSW 1  
Manila, 10 a.m. 30.68 79 69 WSW 1  
Bacolod, 9 a.m. — — — — N 5  
Iloilo, 9 a.m. 29.97 78 — — E 5  
Cebu, 9 a.m. 30.05 74 — — N 3  
C. St. James, 10 a.m. — — — — 3

## VISITORS AT THE HOTELS.

CONNAUGHT.  
Bain, J. W. Howard, E.  
Bell, J. P. Johanson, M.  
Blair, D. R. Kawata, K.  
Boyle, W. G. Lee, G. E.  
Campbell, R. E. Capt. Macfarlane, Dr. and  
Mrs. H.  
Christie, Mrs. & Mr. D. Marston, Mr. and Mrs.  
Cronin, John  
Donald, W. H. Newborn, R. H.  
Dufour, Mrs. B. Newby, E. C.  
Dulot, Mme. Rannery, Mr. and Mrs.  
Eyre, Mr. and Mrs. F. O.  
Goetschel, L. Roberts, A. G.  
Hayter, L. Robertson, W. R.  
Heckford, R. B. Rutherford, N. H.  
Helme, E. G. Thomson, J. D.  
Hills, Mrs. A. G. and William, R. H.  
Hills, L. D.  
THOMAS.  
Condy, Mr. C. and 2 Meirawitz, K.  
children  
Grego, Mr. R. Neppad, G. W.  
Gibson, I. S. Rabe, Jno.  
Hough, Dr. Roberts, Capt. W.  
Howk, A. Ryan, James J.  
Jacobs, M. Smith, J.  
Marshall, F. M. Trotter, E. W. and son  
Marshall, Miss G. Vance, W.  
Marshall, A. F. Whitley, Mr.  
McCarty, Mr. Young, L. C.  
KOWLOON.  
Bilborough, Mr. & Mrs. Kimball, Miss  
Bolton, Fritz Koralewski, Lieut.  
Bremler, Mrs. McChesny, D. N.  
Brick, Robert V. Merleker, Lieut.  
Evans, E. J. Ritchie, Mr. and Mrs.  
Harrison, W. B. and child  
Hudson, Mrs. Shaffer, Tios.  
Kennedy, Mrs. Williams, Capt.

HONGKONG.  
Anderson, Mr. Leggart, E. A.  
Ballerstott, Mrs. M. Lewis, A. R.  
Barnardiston, R. E. Lewis, J. H.  
Capt. E. Macgowan, R. J.  
Barrett, H. MacKie, G.  
Beaumont, Mrs. R. Mackie, Mr. and Mrs.  
Black, Mr. and Mrs. Marriot, Dr. O.  
Blehr, T. B. Mast, Sidney  
Blucher, N. von Mast, Mr. and Mrs. E.  
Bogdan, L. Mathe, Miss E.  
Bogdan, Mr. and Mrs. R. McLean, T. P.  
Bonner, E. A. McGrath, Mr. and Mrs.  
Borthwick, Mrs. R. W. J. E.  
Brown, W. S. Meikle, Mr. & Mrs. E.  
Buck, Hart Miller, P. L.  
Burger, Dr. Murphy, Mr. and Mrs.  
Carter, H. C. E. O.  
Clark, W. G. Nickols, Miss M.  
Condon, F. S. North, C. J.  
Condon, C. H. Osborn, Mrs. F.  
Coulson, C. H. Parfitt, W.  
Cowden, Mrs. A. R. Patterson, J. B.  
Coward, A. G. Pattie, Mr. & Mrs. J. A.  
Daniel, G. Potter, A. G.  
Davies, Mrs. J. T. Potts, W. H.  
Davis, C. H. Ruby, Stanley  
Deacon, F. B. Reiss, Hugo  
Deacon, G. W. Roberts, C. W.  
Debbow, E. Ross, S. B. C.  
Douglas, Capt. & Mrs. J. Sayle, R. T. D.  
Downing, J. C. Simmes, Mr. and Mrs.  
Edgar, W. A. Skott, J.  
Ellis, Mr. and Mrs. A. Somerville, Geo.  
Emerson, A. Sterling, Mr. and Mrs.  
Ferrant, Mr. and Mrs. Edward  
Fisher, H. G. Stewart, Hon. J.  
Gekemay, Dr. G. Stator, O. F.  
Glover, C. Stuart, Capt. and Mrs.  
Goerstein, C. V. Leslie C.  
Giant, A. W. Taylor, Mrs.  
Hall, Capt. T. Thomas, G. B.  
Hammer, W. T. Trevous, J.  
Hammer, Thos. A. Vail, Jr. Geo. J.  
Heughwont, W. B. Vail, Mrs. G. I.  
Hayton, J. T. Vail, Miss  
Henson, H. S. Vanrenen, F. A.  
Holt, Miss H. Vemon, Mr. and Mrs. J.  
Hooper, Mr. and Mrs. Watkins, Mr. and Mrs.  
Jacks, Rev. J. E. A.  
Jacks, H. T. Welch, Dr. J. S.  
Jaffe, D. Whitton, Mrs. A. M.  
Janson, O. Wolf, Philip  
Joseph, Mr. and Mrs. Woolmer, Mr. and Mrs.  
Katsch, E. A. Wright, Mr. and Mrs.  
Keebe, Mr. Zeisler, J.  
Kempfer, E.  
Lambony, J.

KING EDWARD.  
Allen, Harry Keynell, Mrs.  
Brewer, F. Stephens, Mr. & Mrs.  
Cox, Mr. and Mrs. M. J. D.  
Cox, Mr. and Mrs. Stirling, Mrs. Yates  
Gok, C. C. Stirling, Miss Helen  
Hatfield, Gilbert G. Stirling, Miss Margaret  
Hawley, Mr. and Mrs. Stirling, Jr., Mrs. Yates  
Geo. T. Stirling, U.S.N., Rear-  
Admiral  
Hick, W. M. Stirling, Jr., U.S.N., Lt.  
Hollingsworth, A. H. Yates  
Lundbolan, Capt. B. R. H. S.  
Lyons, Ed. Stokes, Capt. and Mrs.  
Muelle, E. (Consul for de Boyer  
Peru) de Sto  
Rauble, U.S.N., Geo. R. Talati, Mr. and Mrs. M.  
Paymaster Rose, Mr. and Mrs. T. P.  
Rittenhouse, Capt. and Wallace, Mrs. H.  
Mrs. B. F.

PEAK.  
Allison, C. Hudson, Mrs. A. P.  
Bayley, Kennett Lulgens, R.  
Beattie, A. Martin, R.  
Beattie, J. M. Mayer, Mrs.  
Bensen, Major & Mrs. McDermott, A. P. B.  
Bolagovsky, Mr. and Mrs. Mitchell, R.  
Mrs. C. de maid Morimore, Miss E.  
and child Morris, Dr. and Mrs.  
Bunny, Major and Mrs. Nagalo, L. S.  
Bunny, Miss Ollis, Mr. and Mrs.  
Babazon, R. A. Ormiston, Major and  
Bawn, Col. L. F. Mrs. J. W.  
Chapman, Mr. & Mrs. Plant, J. S.  
Chichester, Major and Perry, F.  
Mrs. A. A. Pollock, H. E.  
Coker, F. W. Pratt, Major and Mrs.  
Coke, Miss Reid, T. H.  
Curry, Miss R. R. Rinauchinsky, Count  
Deane, Miss N. De  
Ferrier, Col. & Mrs. Sander, Mr. and Mrs. P.  
Foote, R.N., Capt. and Mrs. W. E.  
Mrs. H. Sawyer, Mrs. W. E.  
French, Major G. A. Sheppard, Miss F.  
Fullerton, Mr. and Mrs. Sinclair, A.  
A. R. Smith, A. Findlay  
Gade, Mrs. A. M. Smith, C. W.  
Gunn, R.N., Eng. Lieut. Smith, C. W.  
Hamilton, J. G. Stevens, D.  
Harding, R. Thomas, F.  
Holborow, Mr. Tuall, Dr. P.  
Hardy, R.N., Comman- Watson, Mr. and Mrs.  
der and Mrs. Wenborn, S. T.  
Mrs. J. S.

CRAIGIEBURN.  
Austen, Dr. and Mrs. T. Powell, Mr. and Mrs.  
Bart, Mrs. Stanley and children  
Crafter, R. H. Smith, Mr. and Mrs.  
Dann, G. H. Grant  
Duff, J. S. Smith, Mr. E. Grant  
Falloun, C. H. Walker, Lieut. & Mrs.  
Gaskell, Mr. and Mrs. and child  
Harvey, Lieut. and Woodward, Mr. & Mrs.  
Mrs. J. S. and children  
Helms, W.

OCCIDENTAL.  
Akehurst, C. A. Pezre, Lieut. T.  
Burdett, Mrs. F. D. Prittwitz, A. V.  
Chandler, L. F. Reinwald, Capt.  
Dickinson, Mr. and Rierappel, R.  
Mrs. J. Schlichtnesses, Gust  
Ger. Dr. Capt. J. C. Schlichtweg, Gust  
Gibson, Dr. Skerchly, Mr. & child  
Kev, Dr. Stapelfeld, M.  
Liddell, Mr. and Mrs. Stephens, H.  
Lopez, Amaro Walters, S.  
Lundor, J. H. Wierthmann, Paul  
North, H. S. Wilkinson, R.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half year ending 30.6.1903	\$650
National Bank of China, Ltd.	\$ 8	3 1/2 = \$1.04 for 1902	\$324 b.
Do. Founders.	£ 2	None	\$10
MARINE INSURANCES.			
Union In. Society of Cten. Ltd.	\$ 100	32 per cent = \$32 per share for 1902	\$490 s.
China Traders' In. Co., Ltd.	\$ 25	10 % = \$1 for year ended 30.4.1903	\$50 s.
North China In. Co., Ltd.	\$ 25	Final of £1 making £2 for 1902	\$15.20
Yangtze In. Association, Ltd.	\$ 60	20 % = \$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30 % = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$305
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$92 1/2
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$14 for half-year ending 30.6.1903	\$314 s.
Indo-China S. N. Co., Ltd.	\$ 10	5 % = 10/- per share for 1902	\$73 b.
China & Manila S.S. Co., Ltd.	\$ 10	10 % = \$5 per share for 1900	\$17 s.
Douglas Steamship Co., Ltd.	\$ 10	Div. of \$3 for year ended 30.6.1903	\$30
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12 % for year ending 30.6.1903	\$30 s.
"Shell" Transport & Trading Co., Ltd.	£ 1	60 cts. } 30.4.03	\$19
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	Tls. 2 1/2 b.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2 % for 1903	Tls. 36
Limited.	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 50 s.
Do. Preference.	Tls. 50	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 s.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$103
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	5 % = Tls. 2 1/2 for year ending 30.9.03	Tls. 55
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$1 s.
Société Française des Charbonnages du Tonkin	Fr. 150	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£ 10.10	No. 12 of 1/- per share 28.1.01	\$6 s.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 b.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$6 for 1/2 year 30.6.03	\$209
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1/2 year ending 31.10.1903	Tls. 122 s.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$95 s.
New Amoy Dock Co., Ltd.	\$ 60	\$3 1/2 for 1902	\$38 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 215 s.
LANDS, HOUSES AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9.80 s.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$5 for 1903	\$156
K'loon Land & Building Co., Ltd.	\$ 50	\$2.30 per share for 1902	\$35 b.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$24 1/2
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/2 year 1903	\$148
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$28
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 13 1/2
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11 1/2 s.
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 106 s.
COTTON MILLS.			
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$15 1/2 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	8 % for period ended 31.10.1903	Tls. 33 s.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3 % on account of 1898	Tls. 25 b.
Ladu-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 40 s.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 170
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$200
Philippine Co., Ltd.	\$ 10	First year	\$10
Shanghai Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 52 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$24 s.
China-Borneo Co., Ltd.	\$ 12	First year	\$24 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1903	\$14 1/2 s.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$24 1/2 b.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	\$ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145 b.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$49 b.
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$245
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$20 for year ending 31.11.1903	\$300
Dairy Farm Co., Ltd.	\$ 100	\$14 for year ending 31.7.1903	\$124 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£ 0.12 1/2		\$5 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents = \$29.70 for year ending 31.5.03	\$92 b.
Do. Founders.	\$ 10		\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6 % making 12 % for year	\$15 1/2 b.
China Light & Power Co., Ltd.	\$ 10	None	\$5 b.
William Powell, Ltd.	\$ 10	\$1 for year ending 30.10.03	\$9 1/2 b.
Maatschappij tot Mijn. Bosch. en Landbouw exploitatie in Langkat, Limited	Guilders 100	{ 5th interim dividend of Tls. 35 for 15.12.1903 making so far Tls. 35 for the year ending 31.10.03	Tls. 305 b.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
South China Morning Post, Ltd.	\$ 25	First year	\$25
Telegraphic Address—"Rialto".		BENJAMIN, KELLY & POTTS, Share Brokers.	
Telephone No. 148, P. O. Box No. 177.			
NOTE.—b=buyers, s=sellers, sa=sales.			

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January 8th.

R. G. HECKFORD,  
MANAGER.